



AIRPORT ORDINANCE

ARTICLE I. ADMINISTRATION

Sec. 1-1. Airport Manager.

The City, through its City Manager, will appoint a person to act as the Airport Manager.

Responsibilities of this position will vary according to whether or not the City has a Fixed Based Operator (FBO) stationed at the airport. At a minimum, the Airport Manager will be responsible for all operational and planning needs of the airport. This could include the supervision of personnel, the purchase of equipment and supplies, preparation of the annual budget and planning for Capital Improvement projects.

In addition, this person will be the contact person for all State and Federal regulatory agencies on matters pertaining to the airport.

Sec. 1-2. Airport Advisory Board.

There is hereby established an Airport Advisory Board composed of nine (9) individuals, a majority of whom shall be City residents. The remaining members need not be residents of the City, but should have an interest in or experience with aviation related activities. At least two (2) members of the Board shall be Waterville City Councilors. Board members shall serve without compensation.

Appointments to the Airport Advisory Board shall be made by the Mayor with the approval of a majority of the City Council. In case of a vacancy, the Mayor, with the approval of the Council, shall appoint a successor to fill the unexpired term. The initial terms of the members of said Airport Advisory Board shall be staggered as follows: three (3) members for one (1) year, three (3) for two (2) years, and three (3) for three (3) years. At the expiration of the initial term of each member of the Airport Advisory Board, all subsequent terms shall be for three (3) years.

The Airport Advisory Board shall be charged with the duty of advising the City Manager, Airport Manager, Mayor and Council on matters pertaining to the municipal airport. The Board should focus on developing plans/recommendations to improve the long term viability of the airport.

Sec. 1-3. Air-space Easements

Appendix A provides a listing of air space easements required for the operation of the Robert LaFleur municipal airport.

ARTICLE II. SAFETY RULES AND REGULATIONS

Sec. 2-1. Purpose.

The purpose of this article is to promote public safety and to establish aircraft taxi and vehicle speed limits on the appropriate portions of the airport.

Sec. 2-2. Aircraft taxi speeds.

Aircraft taxi speeds shall not exceed twenty (20) miles per hour on the ramps and taxiways of said airport. Taxi tests, where speeds exceeding twenty (20) miles per hour may be necessary, shall be conducted on the runways after receiving prior permission from the Airport Manager or his authorized representative.

Sec. 2-3. Speed of vehicles.

- (a) The speed limits on the airport proper, taxiways, ramps, etc. shall be fifteen (15) miles per hour.
- (b) There is no attempt to establish speed limits on the runway proper; however, vehicles operating on the runway shall be operated at safe and reasonable speeds.

Sec. 2-4. Operation of vehicles on ramps, taxiways, runways.

- (a) No vehicles, including motorized recreation vehicles and motorized terrain vehicles, shall operate on the ramps, taxiways, runways, or any other portions of the airport proper without the permission of the airport manager or his authorized representative.
- (b) Vehicles must have their headlights on while operating in the areas designated in this section.

Sec. 2-5. Takeoffs and landings.

The entire Airport or designated runways may be closed by the Airport Manager during inclement weather conditions or for other reasons. All regulations published by the Federal Aviation Administration shall apply during such times.

Sec. 2-6. Calm wind runway.

Runway "5-23" is designated as the calm wind runway. Runway "5-23" shall be used by all arriving and/or departing aircraft whenever the surface wind is less than five (5) nautical miles per hour.

Any pilot who deviates from this procedure shall yield to conflicting traffic which is conforming to this section, and remain clear of the traffic pattern or runway until the way is clear. The intent is to not disrupt aircraft operations conforming to the calm wind runway procedure.

In the event of an emergency, the pilot may elect to use any runway and claim priority by broadcasting the appropriate radio signal or phrase.

Sec. 2-7. Animals prohibited.

Animals shall not be permitted to roam freely on the airport proper. Any animal which is observed on the runways, taxiways, ramps or grassy areas shall be apprehended. Any costs incurred shall be the responsibility of the owner of the animal or animals.

Sec. 2-8. Pedestrian traffic.

Pedestrian traffic shall not be permitted on the ramps, or taxiways, or within five hundred (500) feet of the runways, without the permission of the airport manager or his authorized representative.

Sec. 2-9. Parking of aircraft.

The airport manager or his authorized representative shall be responsible for directing all aircraft to suitable parking spaces.

Sec. 2-10. Aircraft operational tests and engine run-ups.

Aircraft operational tests or engine run-ups shall be made in the designated areas. In no case will these tests or engine run-ups be performed in the vicinity of the terminal building, any hangar, or other inhabited structures.

Sec. 2-11. Restriction of use of ramps, taxiways or runways.

The airport manager, or his authorized representative, shall have the authority to restrict the use of any ramps, taxiways or runways to any person whom he deems to be incapable of safely operating on these areas.

Sec. 2-12. Inspection of taxiways, ramps and runways.

(a) The airport manager, or his authorized representative, shall be responsible for inspecting the taxiways, ramps, and runways. This inspection shall be conducted daily.

(b) The airport manager is responsible for initiating appropriate NOTAMS in the event any abnormal condition is noted during the inspection. In addition, the airport manager is responsible for notifying the City Manager of any abnormal conditions whether NOTAM action is required or not.

Sec. 2-13. Reporting of accidents.

The airport manager or his authorized representative shall notify the City Manager of any accident which occurs at the airport, or its vicinity, as soon as practicable. A follow-up written report shall be rendered within seventy-two (72) hours.

Sec. 2-14. Restrictions for safe conduct of airport activity.

The airport manager, or his authorized representative, shall have the authority to suspend operations, close any building, or order from the premises, any person or persons whom he deems to be under the influence of intoxicants or drugs.

Sec. 2-15. Smoking.

Smoking is prohibited within the fence.

APPENDIX A

The following described air rights are hereby acquired, pursuant to 6 M.R.S.A., section 122(2):

A perpetual easement and right-of-way for the free and unobstructed passage of aircraft in and through the air space necessary and desirable for the purpose of providing clearance for airplanes landing or taking off from Runway 14-32 of the Robert A. LaFleur Airport, Waterville, Maine, to wit:

Runway 14 approach:

A clearance zone, hereinafter referred to as the "approach surface," being a fan-shaped zone which begins two hundred (200) feet westerly of Runway 14-32; the base line or beginning of said zone is two hundred fifty (250) feet wide, and is at right angles to the centerline of said runway extended and one hundred twenty-five (125) feet on each side of said centerline; thence extending in a westerly direction in a fan shape as aforesaid, the sides of said approach surface having an interior angle of 90°-42'-38" and the plane of said approach surface starting at the same elevation as that of the aforesaid runway end and rising at a slope of 20:1; i.e. for every twenty (20) feet extended horizontally there shall be a rise of one (1) foot vertically as measured along the centerline of said runway extended for a distance of five thousand (5,000) feet to an outermost width of one thousand two hundred fifty (1,250) feet. Extending from each side of the above described approach surface is a "transition surface" which is a plane extending upwards from the approach surface at a slope of 7:1 at right angles to the centerline of said runway extended; i.e. for every seven (7) feet extended horizontally there shall be a rise of one (1) foot vertically; insofar as said easement affects the lands situated in Waterville, County of Kennebec, State of Maine.

Runway 32 approach:

A clearance zone, hereinafter referred to as the "approach surface," being a fan-shaped zone which begins two hundred (200) feet easterly of Runway 14-32; the base line or beginning of said zone is two hundred fifty (250) feet wide, and is at right angles to the centerline of said runway extended and one hundred twenty-five (125) feet on each side of said centerline; thence extending in an easterly direction in a fan shape as aforesaid, the sides of said approach surface having an interior angle of 95°-42'-38" and the plane of said approach surface at the same elevation as that of the aforesaid runway end and rising at a slope of 20:1; i.e. for every twenty (20) feet extended horizontally there shall be a rise of one (1) foot vertically as measured along the centerline of said runway extended for a distance of five thousand (5,000) feet to an outermost width of one thousand two hundred fifty (1,250) feet. Extending from each side of the above described approach surface is a "transition surface" which is a plane extending upward from the approach surface at a slope of 7:1 at right angles to the centerline of said runway extended; i.e. for every seven (7) feet extended horizontally there shall be a rise of one (1) foot vertically; insofar as said easement affects the lands situated in Waterville, County of Kennebec, State of Maine.

The easement and rights hereby described include the continuing right to clear and keep clear the above described land of any and all obstructions infringing upon or extending above the plane of said glidepath, and for this purpose to cut and remove trees, underbrush and soil, and to demolish and remove buildings or any other structures or obstructions infringing upon or extending above said plane, together with the right of ingress and egress from the passage on and over said lands for the purpose of effecting and maintaining such clearance.

Runway 5-23:

The following described air rights are hereby acquired pursuant to 6 M.R.S.A. section 122(2):

A perpetual easement and right-of-way for the free and unobstructed passage of aircraft in and through the air space necessary and desirable for the purpose of providing clearance for airplanes landing or taking off from Runway 5-23 of the Robert A. LaFleur Airport, Waterville, Maine to wit:

A clearance zone hereinafter referred to as the "approach surface," being a fan-shaped zone which begins two hundred (200) feet southerly of Runway 5-23; the base line or beginning of said zone is one thousand (1,000) feet wide, and is at right angles to the centerline of said runway extended and five hundred (500) feet on each side of said centerline; thence extending in a southwesterly direction in a fan shape as aforesaid, the sides of said approach surface having an interior angle of 98°-31'-57" and the plane of said approach surface starting at the same elevation as that of the aforesaid runway end and rising at a slope of 34:1; i.e. for every thirty-four (34) feet extended horizontally there shall be a rise of one (1) foot vertically as measured along the centerline of said runway extended for a distance of fifty thousand (50,000) feet to an outer most width of sixteen thousand (16,000) feet. Extending from each side of the above described approach surface is a "transition surface" which is a plane extending upward from the approach surface at a slope of 7:1 at right angles to the centerline of said runway extended; i.e. for every seven (7) feet extended horizontally there shall be a rise of one (1) foot vertically; insofar as said easement affects the lands situated in Waterville, County of Kennebec, State of Maine.

Runway 23 approach:

A clearance zone, hereinafter referred to as the "approach surface," being a fan-shaped zone which begins two hundred (200) feet northerly of Runway 5-23; the base line or beginning of said zone is one thousand (1,000) feet wide, and is at right angles to the centerline of said runway extended and five hundred (500) feet on each side of said centerline; thence extending in a northerly direction in a fan shape as aforesaid. The sides of said approach surface having an interior angle of 92°-51'-45" and the plane of said approach surface starting at the same elevation as that of the aforesaid runway end rising at a slope of 20:1; i.e. for every twenty (20) feet extended horizontally there shall be a rise of one (1) foot vertically as measured along the centerline of said runway extended for a distance of five thousand (5,000) feet to an outer most width of one thousand five hundred (1,500) feet. Extending from each side of the above described approach surface is a "transition surface" which is a plane extending upward from the approach surface at a slope of 7:1 at right angles to the centerline of said runway extended; i.e. for every seven (7) feet extended horizontally there shall be a rise of one (1) foot vertically, insofar as said easement affects the lands situated in Waterville, County of Kennebec, State of Maine.

The easement and rights hereby described include the continuing right to clear and keep clear the above described land of any and all obstructions infringing upon or extending above the plane of said glidepath, and for this purpose to cut and remove trees, underbrush and soil, and to demolish and remove buildings or any other structures or obstructions infringing upon or extending above said plane, together with the right of ingress and egress from and passage on and over said lands for the purpose of effecting and maintaining such clearance.

APPROVED

Waterville City Council
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